

heartily cured each other as they worked."

The Mississippi was with the squadron again when it ran down past New Orleans on the way back, fair targets for nineteen big guns at close range.

The hardest fight that the Mississippi ever was in was the one that ended her. The fleet was trying to run by Port Hudson with its powerful batteries. None of the squadron got by. The Mississippi did not even get down as close to the batteries as most of the other ships did. She ran around in the fog and smoke and stuck hard and fast. She was about opposite the main battery when the smoke cleared away. In thirty minutes she was struck 250 times. She was shot full of holes, like a colander. Her crew climbed into boats on the side opposite the forts, and after setting her on fire, made for the other side of the river under a withering rifle fire. She grew lighter as she burned, and finally floated off. Opposite the last battery her blazing, popping progress ended in a tremendous explosion, and her men, safe on shore, knew that the Mississippi would never be under fire again. That, altogether, was not an unpractical bit of experience for a man destined to lead a fleet of his own into action.

Lieutenant-Commander, F. J. Appan, executive officer; Lieut. W. Winder, E. J. Appan, H. Rodman, and C. B. Morgan; Surgeons, F. L. Chadwick and P. Babin; Surgeon, E. H. Marsteller; Assistant Surgeon, D. N. Carpenter; Passed Assistant Paymaster, S. R. Hoag; Chief Engineer, F. H. Bailey; Passed Assistant Engineer, A. S. Halstead; Assistant Engineer, J. R. Brady; First Lieutenant of Marines, T. G. Treadwell; Acting Gunner, G. D. Johnston; Acting Carpenter, T. E. Kiley.

Gunboat Concord—Commander, Asa Walker; Lieutenant-Commander, G. P. Colvocoresses, executive officer; Lieut. T. R. Howard and P. W. Horgan; Ensigns, L. A. Kiser, W. C. Davidson, H. V. Butler, Jr., and O. S. Knepper; Passed Assistant Surgeon, R. G. Broderick; Passed Assistant Paymaster, E. D. Ryan; Chief Engineer, Richard Inch; Passed Assistant Engineer, H. W. Jones; Assistant Engineer, E. H. Dunn.

Gunboat Petrel—Commander, E. P. Wood; Lieut. E. M. Hughes, executive officer; Lieutenants, R. A. Pike, A. N. Wood and C. P. Plunkett; Ensigns, G. L. Fernier and W. S. Montgomery; Passed Assistant Surgeon, C. D. Brownell; Assistant Paymaster, G. G. Seibels; Passed Assistant Engineer, R. T. Hall.

forget the fact of the atrocious perpetrated by Spain in Cuba. America has done in view of these precisely what Great Britain would have done if they had occurred in an island close to her own coast. In fact, we should probably not have been as patient as America has been.

"At any rate, the two peoples would meet the same circumstances with the same action. It is not for us to run after America with offers of an alliance.

Such must result from a meeting half way, but it seems to me perfectly obvious that in any division of the world the interests of those of the British Empire and of America will be found united. You cannot get over the fact that the two peoples are of the same race, and that the trite saying that 'blood is thicker than water' is a true saying. England and America need each other, and this need will grow rapidly in the future."

THE OREGON COMING.

She Was Expected to Leave Rio Yesterday with the Cruiser Niebuhr.

Special Cable Dispatch to THE SUN.

MONTVIDEO, May 1.—A despatch from Rio Janeiro says the Oregon and Marietta will be accompanied north by the cruiser Niebuhr, purchased from Brazil.

The Oregon has been running thirteen knots or about 320 miles a day. At this rate, after she coasts at Rio, it will take her ten days to reach Cuba. She was expected to leave Rio today.

SPAIN'S PATRIOTIC FUND.

National Colors to Be Displayed in Churches—Women of Rank to Ask Donors.

Special Cable Dispatch to THE SUN.

MADRID, May 1.—It is proposed to place tables decked with the national colors in all the churches of this city during the month of May for the purpose of collecting subscriptions to the patriotic fund. Women of rank will preside at the tables.

A traditional festival will take place tomorrow in honor of the Spanish officers Ruiz, Davis and Velarde, who were victims of Murat's massacre. There will be a procession of veterans in the Prado, where open-air masses will be said amid artillery salutes.

THE TONNAGE BILL.

Mr. Balfour Is Expected to Make an Important Announcement.

Special Cable Dispatch to THE SUN.

LONDON, May 1.—The Times says it believes that Mr. Balfour, Acting Foreign Minister, will make an important statement this afternoon on the subject of the proposed increase in the tonnage dues. He trusts that the measure as introduced in Congress will be so modified as to avoid even the appearance of dealing in a harsher measure with British shipping than with the shipping of other States.

Spain's St. Vincent Squadron.

A Spanish Opinion That It Is Destined For Our Coast, Instead of Cuba.

Special Cable Dispatch to THE SUN.

MADRID, May 1.—In an interview to-day, the Antonio de Herrera for Havana said that the Spanish squadron which sailed from St. Vincent, Cape Verde Islands, on Friday last, probably contemplates the bombardment of an American port. It was not likely to engage in a battle in Cuban waters. The deputy added that Havana was amply fortified.

Spain Agrees to Exclude Sulphur from Articles Contraband of War.

Special Cable Dispatch to THE SUN.

ROME, May 1.—A despatch from Madrid says that Spain will supply with Italy's request to exclude sulphur from the articles named as contraband of war. A decree thereon will shortly be issued.

British Warships Abandon Their Cruise.

Special Cable Dispatch to THE SUN.

PORTSMOUTH, England, May 1.—In consequence of the Spanish-American war, the British Channel squadron will not execute the remainder of the programme for its cruise, which included visits to the various Spanish ports. The ships for the present will remain at Gibraltar.

Pierre Loti Has an Audience with the Queen Regent.

Special Cable Dispatch to THE SUN.

MADRID, May 1.—Pierre Loti, the French author, who is visiting Madrid, had an audience with the Queen Regent on Saturday. A lunch in his honor was given at the French Embassy.

Germany to Protest Against the Tonnage Tax.

Special Cable Dispatch to THE SUN.

BERLIN, May 1.—The Foreign Office has instructed the German Ambassador at Washington to join with the representatives of the other powers in protesting against the tonnage tax provided for in the war revenue bill.

Austrian Cruiser to Sail for Cuba.

Special Cable Dispatch to THE SUN.

VIENNA, May 1.—The Austrian cruiser Maria Teresa will sail immediately for Cuba to protect Austrian interests.

A New Ironclad to Join the Spanish Squadron.

Special Cable Dispatch to THE SUN.

MADRID, May 1.—A new ironclad that was fitted out at Cartagena will join the squadron shortly.

PARIS GETS HER GUNS ON.

Eight Barges Alasque Her Yesterday Putting in Coal.

The American liner Paris, soon to be rechristened the Yale and added to the fleet of auxiliary cruisers in the United States Navy, took on her guns and mounts yesterday. The guns and mounts were put aboard early yesterday morning, and by yesterday afternoon the mounts were in place. The guns, four 6-pounders, two to be mounted forward and two aft, will be mounted this morning. This work, as well as that of emplacing the mounts, is in charge of Assistant Naval Constructor Watt of the Brooklyn Navy Yard.

Yesterday afternoon eight coal barges, each containing about 600 tons of coal, surrounded the big ship, and a multitude of coal heavers put the coal into the hold. It was said at the American line dock that as the work of putting on coal would continue all night the vessel should have her full supply, about 4,500 tons, by to-night. It is expected that the new cruiser will be ready to sail by Tuesday morning.

CAPT. WISE TO COMMAND THE PARIS.

Capt. Frederick Rogers Wants a Battleship, and Proposes to Wait His Chance.

WASHINGTON, May 1.—Capt. Frederick Rogers, President of the Board on the Inspection of Auxiliary Vessels, came over to Washington from New York today and returned this night. At Capt. Rogers's request he will not be assigned to command the auxiliary cruiser Yale, formerly Paris. He wants a battleship, and prefers to wait his chance to secure command of one. Capt. William C. Wise, now stationed at Norfolk, will be assigned to command the Yale.

HOLLAND BOAT IN ERIE BASIN.

To Receive New Storage Batteries—Government Wants Another Boat.

The Holland submarine torpedo boat is now in the Erie Basin, Brooklyn, at the Brooklyn Navy Yard. She was towed up from Perth Amboy on Saturday afternoon. The Holland will remain at Brooklyn for about two weeks, and while there will receive her new electric storage batteries.

She has been painted the same slate color as the vessels of the navy. It is said the Government wishes to have one of her torpedo tubes fitted with a live torpedo before it decides whether or not to purchase her.

Cubans from New York Head for Florida.

NORFOLK, Va., May 1.—A company of Cuban patriots, numbering twenty-five, passed through this city this morning, bound for Tampa, where they will join the United States fleet. They are principally from New York city. Another party of twenty-five will pass through tomorrow morning.

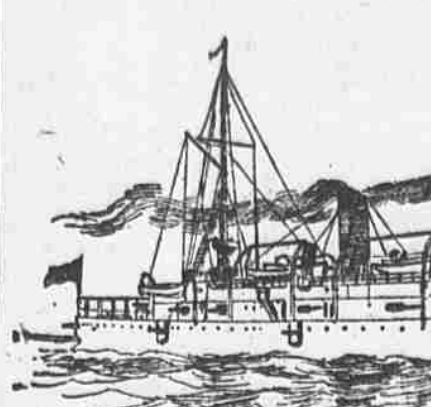
THE PHILIPPINE FLEETS.

A NUMEROUS AND FORMIDABLE ARRAY OF WARSHIPS.

Our Vessels in the Orient Are Bigger, Faster, and More Modern Than Spain's, but Not Nearly So Many—Her Armada Chiefly Gunboats and Cruisers of Antiquated Design and Greatly Inferior Armament.

The American Asiatic squadron, Rear Admiral George Dewey commanding, is made up of six steel ships, the storeship Naratan and the collier Zafiro. The warships are the protected cruisers Olympia, Capt. Charles V. Gridley; Boston, Capt. Frank Wildes; Raleigh, Capt. Joseph N. Miller; and Baltimore, Capt. Joseph N. Miller. England and America need each other, and this need will grow rapidly in the future."

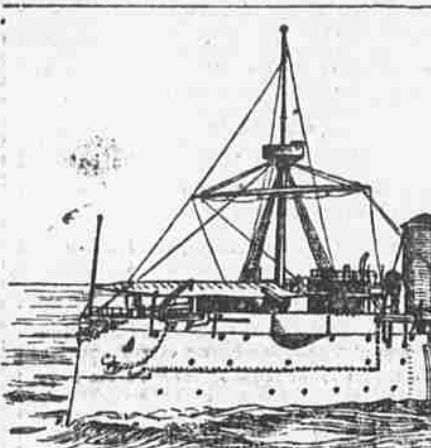
The Concord and Baltimore took the places of the



THE OLYMPIA.

gunboats Helena and Monocacy. The former is with the blockading squadron off Havana harbor, while the old iron gunboat Monocacy was left behind at Wonsung to look after American marines. The squadron assembled to take the Philippines is the most formidable American fleet ever seen in Asiatic waters.

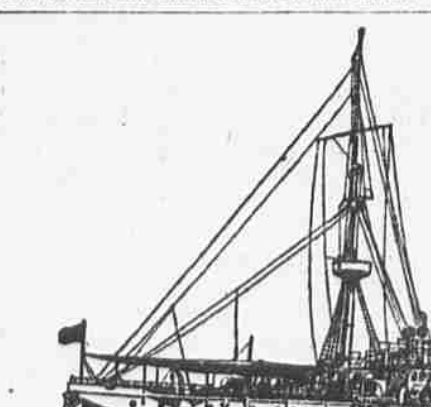
The Olympia, the flagship, is one of the finest ships in the navy. She ranks next to the Columbus and Minneapolis in speed, and besides these the armored cruisers Brooklyn and New York are the only other cruising ships having a greater length. Most of the service of the Olympia has been at the Asiatic station. On one occasion, when she was going to Yokohama, she was caught in a tremendous storm. In spite of the high head seas she made remarkable speed, going straight about her business undisturbed at the rate of nearly twenty knots an hour. She was designed at a time when the unlucky Reina Regente, the beautiful Spanish cruiser which visited New York at the time of the naval celebration in the spring of 1893, was the fastest



THE BALTIMORE.

cruiser afloat. The Reina Regenta had been built for Spain in England, and had steamed nineteen knots under natural draught and twenty knots under forced draught. The Navy Department's idea was to build a cruiser which should resemble the fleet Spaniard, but should yet excel her.

The Olympia's displacement is 5,870 tons, length on the load water line 340 feet, extreme breadth 53 feet, and draught 21 feet 6 inches. The cruiser's engines were designed to produce 13,500 horse power, but they vastly exceeded their requirements. On her first official trial the Olympia attained a maximum speed of 23.3 knots, and maintained an average of 22.15 knots, which was reduced by tidal corrections to 21.85 knots. On the official trial, which resulted in the acceptance of the Olympia, her engines developed a maximum indicated horse power of 17,313, nearly 4,000 greater than contract requirement, and the ship sustained an average speed for four hours of 21.6 knots. As a fleet cruiser she ranks, therefore, ahead of the



THE RALEIGH.

New York and Brooklyn, and is nearly as speedy as the Columbus and Minneapolis.

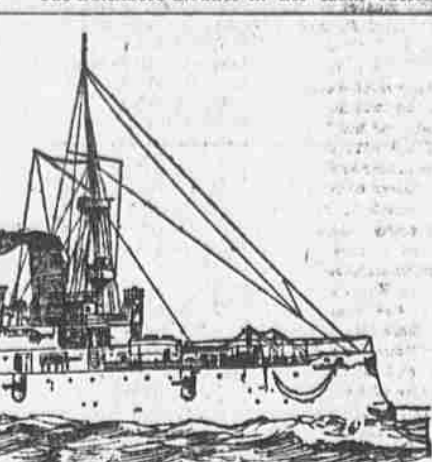
The Olympia has a powerful armament. In her main battery she carries four 8-inch rifles and ten 6-inch rapid-fire guns. Her secondary battery consists of fourteen six-pounder guns, four 3-inch guns, and a field gun. She is fitted with two fixed and two broadside movable tubes for launching Whitehead torpedoes. The 8-inch guns are mounted in barbettes fore and aft, built of 45-inch steel, with 19-inch steel conical roofs. Four of the six rapid-fire guns are fixed directly ahead, four astern and five abreast on either broadside. They are protected by segmental steel shields four inches thick. The Olympia has a cast steel ram in her bow. Her complement is 34 officers and 416 men. She was launched on Nov. 5, 1892, and her first commission was dated Feb. 5, 1895. She sailed entirely on a heavy protective deck and the arrangement of her coal bunkers for the protection of her machinery. Her cost was \$1,706,000.

The Baltimore has seen more trouble than any of her sister ships of the new navy. When she was in the harbor of Valparaiso, Chile, in the fall of 1891, under command of Capt. Winfield S. Schley, some of her men were killed by Chilean roughs. Were they ready to go to war when Chile offered \$75,000 an indemnity, which was accepted. Three years later, after the naval battle at the Yalu, she was nearly torpedoed at Port Arthur by the Japanese torpedo fleet, which mistook her

for a Chinese ship. Just then the Chinese torpedoes opened fire on the torpedo boats, and the Baltimore, which immediately got up anchor and steamed out of the range of the guns, was for twenty minutes directly under the fire of the Chinese. Shells fell thick around her, but she was not struck.

The Baltimore's length is 327 feet 6 inches, extreme breadth 48 feet 7 inches, draught 19 feet 6 inches, displacement 4,413 tons. Her engines developed 10,064 indicated horse power on her trial trip, driving the cruiser at an average speed for the four-hour trial of a fraction over 20 knots an hour. The Baltimore has a double bottom running the entire length of her machinery space, between the inner and outer shells of which are water-tight compartments serving as a protection against collision and even the explosion of a torpedo. Her vital parts are well below a curved armored deck from 2 1/2 to 4 inches thick. Above the protective deck, on either side, is a 15 1/2-foot coal belt; and below, a 9-foot belt of coal. Longitudinal and athwartship bulkheads divide the hull into 190 water-tight compartments.

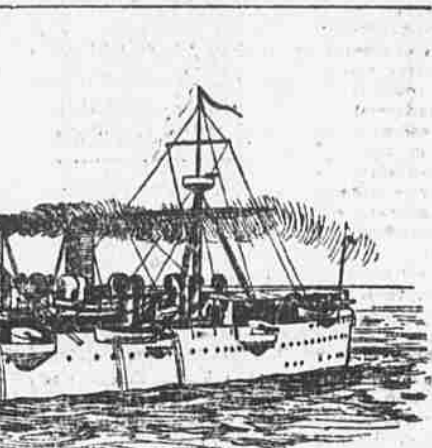
The Baltimore mounts in her main battery



THE CONCORD.

four 8-inch guns and six 6-inch rapid-fire guns. Her secondary battery is made up of four 6-pounders, two 3-pounders, and two 1-pounder rapid-fire guns. The 8-inch rifles are mounted behind 6-inch shields, two on the forecastle and two on the poop. The 6-inch guns are on the broadsides. The Baltimore carries two movable launching tubes for torpedoes on each broadside and fixed tubes in the bow and stern. She cost \$1,325,000. Her complement is 36 officers and 552 men. She was launched on Oct. 6, 1893, and went into commission Jan. 7, 1895.

The Raleigh has made wonderful records in target practice. When Rear Admiral Buce's flying squadron went out to sea, two years ago, the Raleigh, steaming 12 knots an hour, demolished all the targets set up 1,500 and 2,000 yard ranges. Repeatedly the flagship sailed, "Well done, Raleigh." The Raleigh is a 3,213-ton cruiser, a sister ship to the Cincinnati. These were the first ships of the new navy to be built complete at navy yards. The Raleigh is 291 feet long, 42 feet broad, and draws 16 feet of water. On her trial trip she made 19 knots.

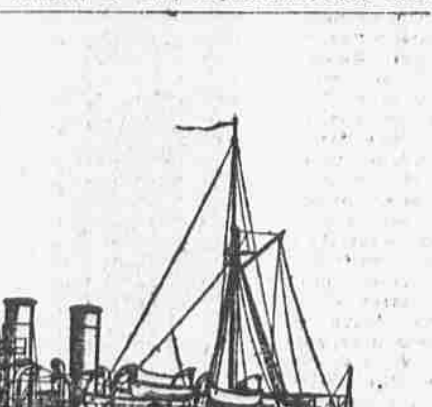


THE BOSTON.

coal supply of 600 tons, and a complement of 375 men. The armament of the Reina Christina consists of six 6.2-inch Honoria guns, two 2.7-inch guns, three 2.2-inch rapid-fire guns, two 1.5-inch guns, six 3-pounders, two machine guns, and five torpedo tubes.

The cruiser Castilla is a wooden vessel, built at Cadix in 1891. She is a single screw vessel of 3,342 tons displacement. Her engines are 4,400 horse power and her speed is 14 knots. She is 246 feet in length, 45 feet 11 inches beam, and 20 feet 11 inches draught. She can carry 470 tons of coal, and her full complement is 300 men. Her armament consists of four 5.9-inch

machine gun, and carries two torpedo tubes. Her speed is eleven knots. The complements of the two are 98 and 97 men respectively.



THE PETREL.

The vessels stationed at the southern end of the Philippines are all small gunboats. They are the Samar, the Maravilla, the Mindoro, the Manila, the Pamanga, and the Arayat. Over toward Borneo from the island of Luzon have been the gunboat Calimay, a little north of Luzon, the gunboats Baluan and Leyte, and on the east coast about opposite Manila the gunboat Olata. At the Paragua Islands, north of Luzon, have been the gunboats Albo and Caliao. At the Caroline Islands not more than a thousand miles to the east have been the cruisers Isla de Cuba and Isla de Luzon, and the gunboat Quirós and Ruy Lope de Valbuena. The two cruisers are sister ships. They are of steel,

and were built at Glasgow in 1887. They have two screws, and have reached a speed of six knots. They are of 1,050 tons displacement, and measure 185 feet in length, 30 feet beam, and 11 feet 6 inches draught. Their engines are 2,200 horse power and their coal capacity 160 tons. They carry 160 men each. Their armaments consist of four 4.7-inch Honoria guns, four 6-pounder rapid-fire guns, two 3-pounders, and two machine guns and three torpedo tubes. The Quirós is a gunboat of 347 tons, launched in 1895, and the other gunboat is yet unlaunched.

Arnold, Constable & Co. Hosiery.

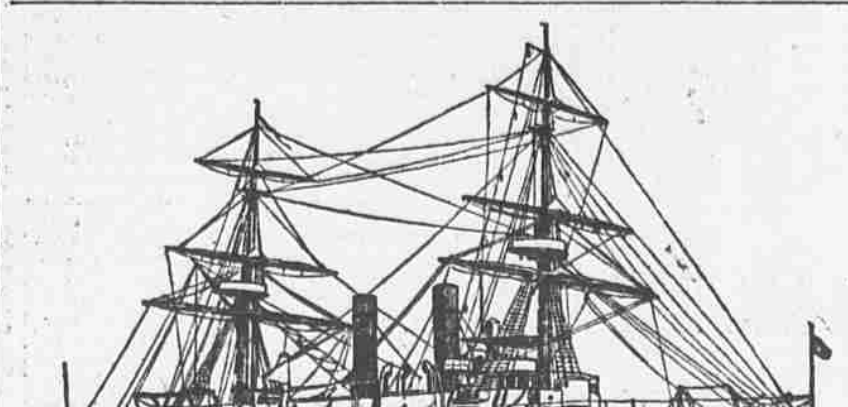
Men's Half Hose.
Men's Fancy Lisle Thread, Silk and Balbriggan Half Hose.
Men's Golf Hose.

Men's Underwear.
Cartwright & Warner's Celebrated Underwear.
Merino, Gauze and Camel Hair Underwear.

Broadway & 19th Street.

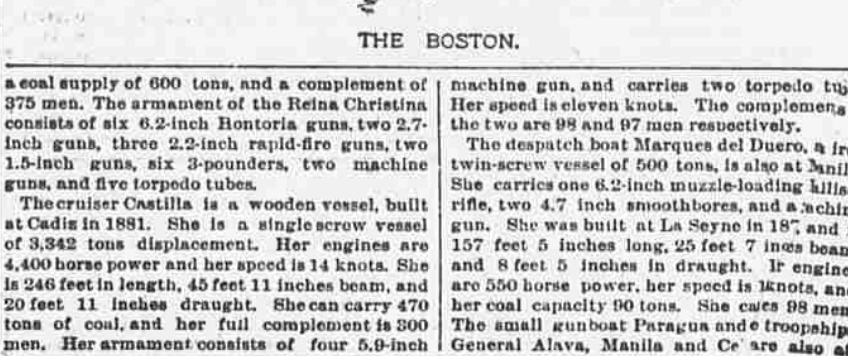
ected. She carries four 6-inch guns, two 3-pounders, one 1-pounder, two Hotchkiss rifles, and two Gatling guns and 100 men.

The total number of the Spanish vessels now stationed in the waters adjacent to the Philippines is reported to be six cruisers, twenty gunboats and three transports. The Reina Christina is the largest of the cruisers. She registers 3,520 tons, is 282 feet 2 inches long, 42 feet 7 inches beam, and 16 feet 5 inches draught. She is a single screw steel vessel and was built at Ferrol in 1888. Her engines have an indicated horse power of 8,970, and her speed is 17.5 knots. She carries



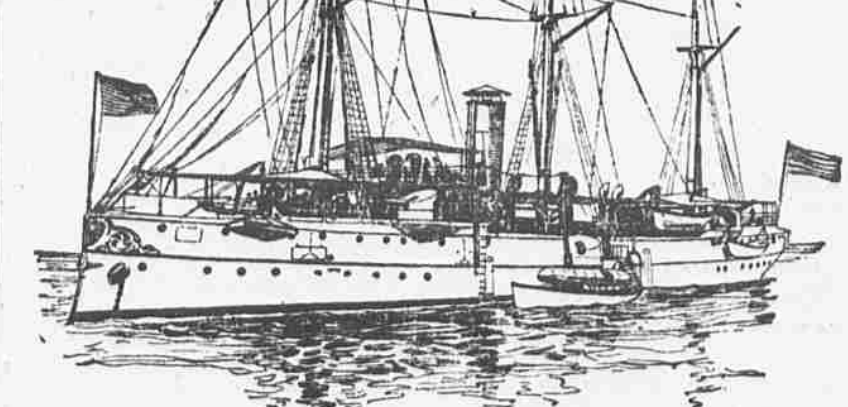
THE DON ANTONIO DE ULLOA.

coal supply of 600 tons, and a complement of 375 men. The armament of the Reina Christina consists of six 6.2-inch Honoria guns, two 2.7-inch guns, three 2.2-inch rapid-fire guns, two 1.5-inch guns, six 3-pounders, two machine guns, and five torpedo tubes.



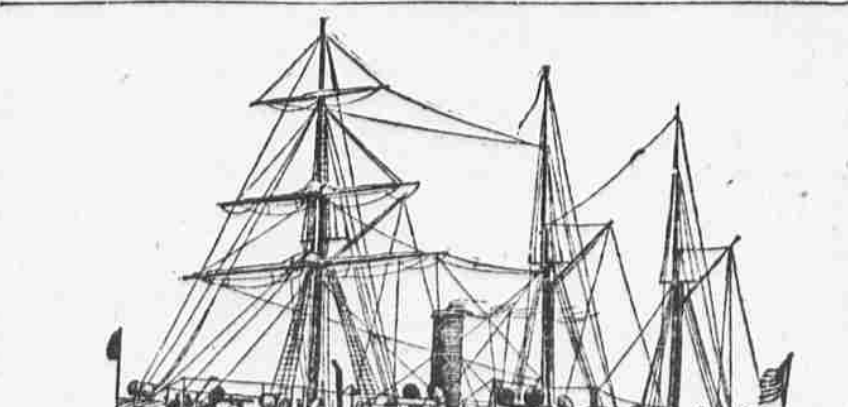
THE GENERAL ALAVA.

The despatch boat Marques del Duero, a iron twin-screw vessel of 500 tons, is also at Manila. She carries one 6.2-inch muzzle-loading killer rifle, two 4.7-inch smoothbore, and a machine gun. She was built at La Seyne in 1875, and is 157 feet 5 inches long, 25 feet 7 inches beam, and 8 feet 5 inches in draught. If engines are 500 horse power, her speed is 10 knots, and her coal capacity 90 tons. She carries 98 men. The small gunboat Paragua and two troopships General Alava, Manila and Ce are also at



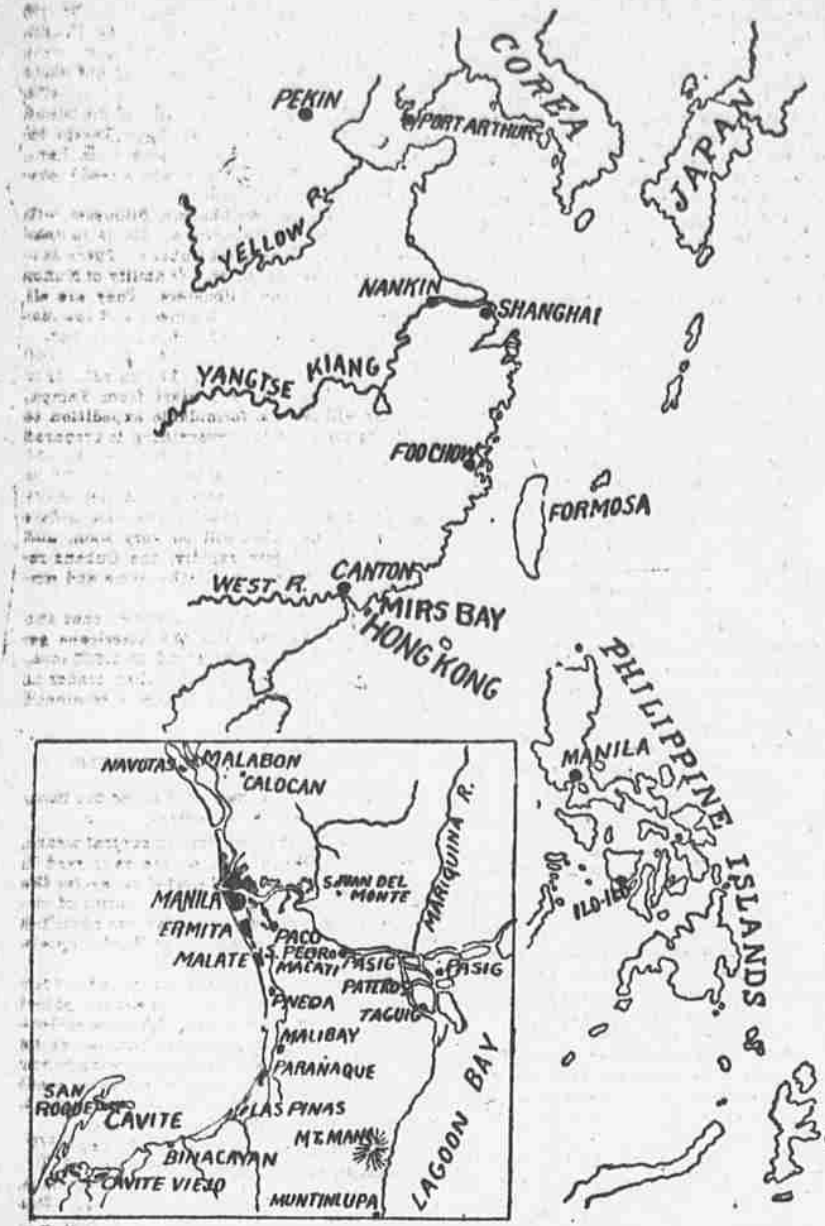
THE VELASCO.

Manila. The vessels stationed at the southern end of the Philippines are all small gunboats. They are the Samar, the Maravilla, the Mindoro, the Manila, the Pamanga, and the Arayat. Over toward Borneo from the island of Luzon have been the gunboat Calimay, a little north of Luzon, the gunboats Baluan and Leyte, and on the east coast about opposite Manila the gunboat Olata. At the Paragua Islands, north of Luzon, have been the gunboats Albo and Caliao. At the Caroline Islands not more than a thousand miles to the east have been the cruisers Isla de Cuba and Isla de Luzon, and the gunboat Quirós and Ruy Lope de Valbuena. The two cruisers are sister ships. They are of steel,



THE VELASCO.

1 inch more. Their engines are 100 horse power larger, yet the make increments of a knot less speed and carry ten tons less coal. The Velasco carries three 5.9-inch 4-ton Armstrong guns, two 2.7-inch Honoria guns, and two machine guns. Her complement is 173 men. The Don Juan de Austria carries four 4.7-inch Honoria guns, three 2.2-inch rapid-fire guns, two 1.5-inch guns, five machine guns, and three torpedo tubes. Her complement is 130 men.



MAP OF THE PHILIPPINE ISLANDS, MANILA AND ITS ENVIRONS.

In July, 1863, Dewey was on the gunboats that engaged the rebels below Donaldsonville. In 1864 he was attached to the North Atlantic blockading squadron, assigned to the steam gun boat Agawam. The Agawam was one of the great crescent of warships, big and little, that European squadron, first on the steamer Kearns and then on the frigate Colorado, the flagship.

In 1869 he was assigned to duty at the Naval Academy. In 1870 he received his first command, that of the Narragansett, which was employed on special service until 1875. The last part of the time during which he commanded the Narragansett Dewey was a commander.

The Pacific survey of 1875-76 was entrusted to him. After two years as Lighthouse Inspector and five as Secretary of the Lighthouse Board he was put in command of the Juniata on the Asiatic squadron in 1882. In September, 1884, he was promoted to be a Captain and placed in command of the Dolphin, then brand new, and one of the four vessels to which the name "white squadron" was first given.

From 1885 to 1888 he was the commander of the Pensacola, the flagship of the European squadron. In 1888 his energy and ability to complete matters of detail was recognized by making him Chief of the Bureau of Equipment and Recruiting, which carried with it the rank of Commodore.

In May, 1893, he took another turn on duty as a member of the Lighthouse Board. He was plumped shot into Fort Fisher in December, 1894, and January, 1895. He received his commission as Lieutenant-Commander on March 3, 1895, and served for two years on the made an actual Commodore on Feb. 26, 1896, and was at about that time put at the head of the important Board of Inspection and Survey. He was transferred to the command of the Asiatic squadron Jan. 1, 1898.

OFFICERS OF OUR SQUADRON.

The Ships Who He Served Under Commodore Dewey in the Fight at Manila.

WASHINGTON, May 1.—The officers of the American squadron are: Commander George Dewey, Commander-in-Chief, Asiatic Naval Station; Lieut. T. M. Brumbly, Flag Lieutenant; and Ensign H. H. Caldwell, Flag Secretary, assigned to the steam gun boat Agawam. The Agawam was one of the great crescent of warships, big and little, that European squadron, first on the steamer Kearns and then on the frigate Colorado, the flagship.

In 1869 he was assigned to duty at the Naval Academy. In 1870 he received his first command, that of the Narragansett, which was employed on special service until 1875. The last part of the time during which he commanded the Narragansett Dewey was a commander.

The Pacific survey of 1875-76 was entrusted to him. After two years as Lighthouse Inspector and five as Secretary of the Lighthouse Board he was put in command of the Juniata on the Asiatic squadron in 1882. In September, 1884, he was promoted to be a Captain and placed in command of the Dolphin, then brand new, and one of the four vessels to which the name "white squadron" was first given.

THE FIGHT, NEW YORK TIMES.

It Was 4 o'clock on Saturday Afternoon Here When the First Shot Was Fired.

There is exactly thirteen hours' difference between the time at Manila and the time at New York. In other words, New York is thirteen hours behind Manila in time.

The engagement between the Spanish and American fleets began at 5 o'clock yesterday morning. When the firing began, therefore, it was 4 o'clock on Saturday afternoon in New York.

DEAR FOOD IN SPAIN.

All Classes Suffering from the Scarcity and Rise in Prices.

Special Cable Dispatch to THE SUN.

MADRID, May 1.—The rise in the prices of all imports is sorely felt in the daily life of all classes in Spain. Groceries, fish, petroleum, and bread have risen in value, and the price of coal has increased 20 pesetas per ton. Both the distress and scarcity are telling severely on the manufacturing interests.

Telegrams from Catalonia announce that many factories are reducing their hours and bands. Others have decided to cease work altogether. The effects of the war are especially damaging on such enterprises as mine railways, gas and electric light companies, which received pecuniary. They have to pay interest in pounds or francs, with the prospect besides of a heavy increase in taxation and a rise in exchange.

The war with America has already annulled the results of the recent reduction in the import duties on foreign corn. The Catalan farmers drew most of their raw cotton from the United States.

The Bank of Spain's balance sheet for the past week shows a fresh decline of 40,000,000 pesetas in the cash on hand, which the public, mostly in the provinces, have drawn in exchange for notes.

The Government has suspended until further orders the departure of the mail steamer for Havana and Porto Rico and vice versa. The departure of troops and hospital ships is also suspended. The merchant line has stopped running. All relief and war stores were sent before the end of March.

It is understood that a scheme will shortly be started under the patronage of the Red Cross society with funds furnished by foreign philanthropists, to run Red Cross steamers between Spain and her colonies. It is hoped to obtain the sanction of the American and Spanish Governments to the plan.

SPANISH NEWS FROM CUBA.

An Alleged Attempt to Bombard the Forts at Cienfuegos.

Special Cable Dispatch to THE SUN.

MADRID, May 1.—A despatch from Havana says that three American warships attempted to bombard Cienfuegos on Saturday. They did no damage, their shots falling far short of the city. The forts did not reply to the fire, as the ships were out of range of their guns. The town is quiet.

"American ships bombarded the battery at the entrance to Cienfuegos, but three gunboats from the harbor drove them off. We sustained slight damage."

"In another direction other warships threatened the coast at Mariel. Troops have gone to defend the place."

ANGLO-SAXON ALLIANCE.

Cecil Rhodes Thinks That Events May Bring It About.

Special Cable Dispatch to THE SUN.

LONDON, May 2.—The Chronicle prints the following utterance of Cecil Rhodes of South Africa celebrity: "In my opinion nothing is so vital to the future of the British and American continents as a cordial understanding now and a deeply rooted conviction of mutual good will. From this, if future events should render it necessary, a formal alliance may be born."